WELCOME TO BEL-RED FINAL DESIGN

EAST LINK EXTENSION

The purpose of tonight's meeting is to:

- Present the final 130th station and Bel-Red corridor design plans.
- Introduce the community to the artist selected for the 130th station.
- Gather input on a permanent station name.
- Provide an overview of project construction, share planning details, and review typical early construction impacts.
- Explain the construction planning work underway and next steps.

Agenda

5-7 p.m. Open House

- Meet with project staff and view display boards and graphics featuring information about the final design for the Bel-Red segment of East Link

5:30 p.m. Overview presentation

7 p.m. Meeting adjourns

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LIGHT RAIL ALIGNMENT

EAST LINK EXTENSION

Length: 14 miles

Ride times:

- Mercer Island to University of Washington: 20 minutes
- South Bellevue to Sea-Tac Airport: 50 minutes
- Overlake Transit Center to Bellevue Transit Center: 10 minutes

Rider projection: About 50,000 riders will use East Link every day by 2030

Budget: $2.8 billion (2010 $)

Start of service: Targeted 2023

2006-2011	2011-2015	2015-2022	Targeted 2022	Targeted 2023
Planning and environmental review	Final design (we are here)	Construction	Testing & pre-operations	East Link in service

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BEL-RED SEGMENT OVERVIEW

EAST LINK EXTENSION

East Link Extension will serve the Bel-Red corridor with stations at 120th* and 130th avenues northeast.

What does the project include?

- Light rail track
- Stations and bicycle amenities
- Supporting infrastructure and systems
- Public art
- Urban design features
- Wetland improvements

Travel times (from 130th station)

- International District: 26 minutes
- University of Washington: 36 minutes
- Bellevue Transit Center: 6 minutes
- Sea-Tac Airport: 61 minutes (with transfer at International District Station)

**120th Station Update: The 120th station will be constructed in a contract which includes Main Street though 124th Ave NE. The design of the 120th station is on hold while a General Contractor Construction Manager (GCCM) is hired.*

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THE COLLABORATIVE FINAL DESIGN PROCESS

EAST LINK EXTENSION

Final design has been a collaborative effort between Sound Transit and project stakeholders including:

- The community, including impacted property owners
- City of Bellevue
- City of Bellevue Citizens Advisory Committee
- Other jurisdictional authorities, such as, Washington State Department of Transportation, emergency service providers, King County, and transit providers.

The Bel-Red Segment and 130th station designs:

- Promote safety and security
- Are accessible to all users
- Utilize standard design features for continuity
- Use input gathered on design and art features to reflect community character
- Meet both durability and sustainability framework
- Support a vibrant local economy

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130TH STATION: NEIGHBORHOOD CONTEXT PLAN

EAST LINK EXTENSION

LEGEND

- BUS ROUTE & NUMBER XXX
- BICYCLE ROUTE
- OFF STREET BICYCLE FACILITY
- PROPOSED BICYCLE ROUTE
- BICYCLE LANE
- PROPOSED NEW BICYCLE LANE
- BUFFERED BICYCLE LANE
- OFF STREET PATH
- SIDEWALKS
- PROPOSED NEW SIDEWALKS
- GOFF CREEK
- LIGHT RAIL TRACKS
- SHOPPING CORRIDOR - BEL-RED CORRIDOR 2030 MASTER PLAN, COB
- B CURRENT BUS STOP
- ANCILLARY STRUCTURES
- STATION

Last updated at 60% design September 2013

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130TH STATION

EAST LINK EXTENSION

View east from 130th Ave. NE

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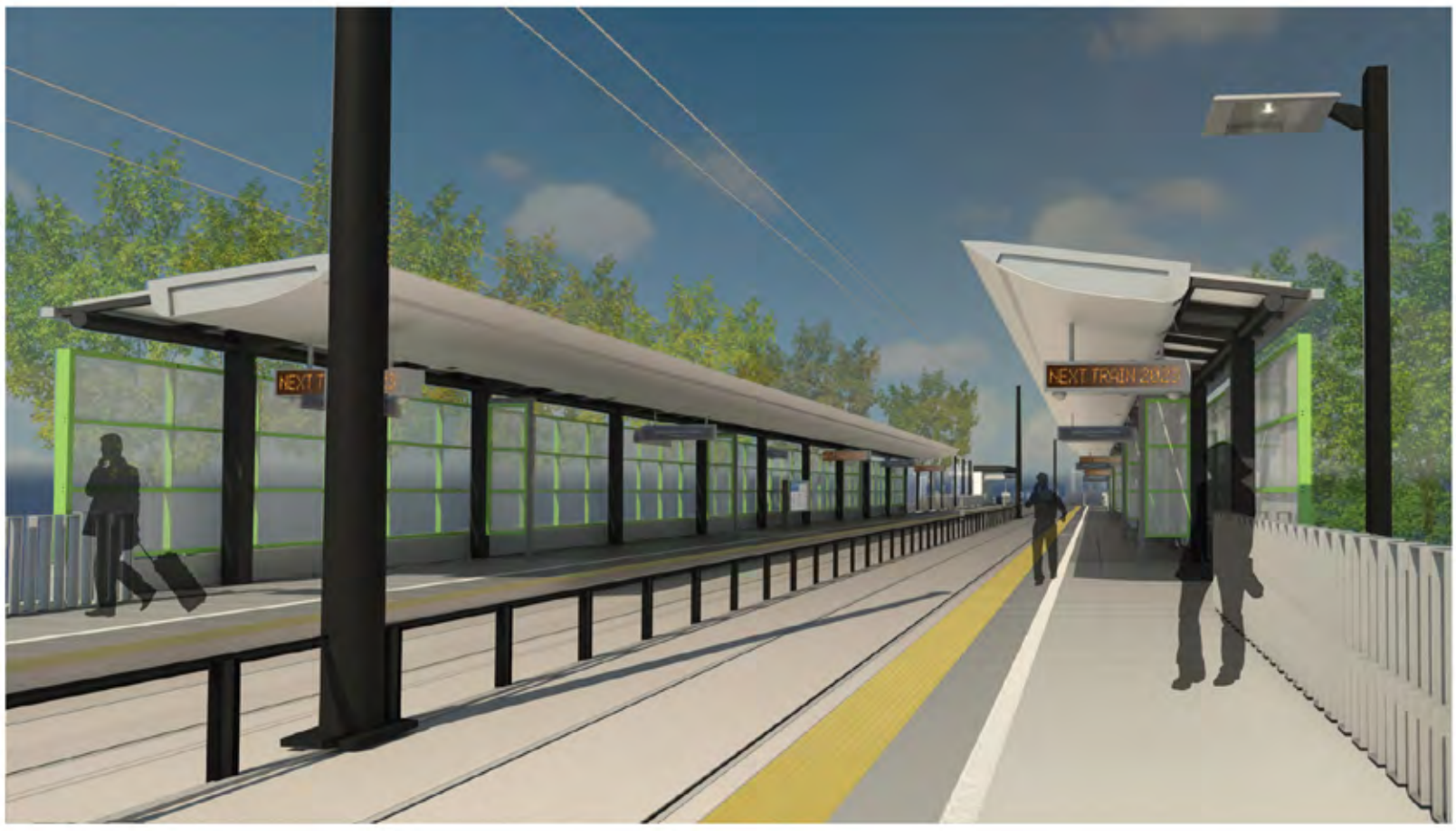
130TH STATION

EAST LINK EXTENSION



Platform view looking west

Station entrance at twilight

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130TH STATION: BICYCLE PARKING PLAZA

EAST LINK EXTENSION

View of bicycle parking from 132nd Ave. NE

Overhead view of bike plaza

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130TH AVE. NE UTILITY/COMMUNICATION ENCLOSURE

EAST LINK EXTENSION

Perspective looking towards NE 16th St.

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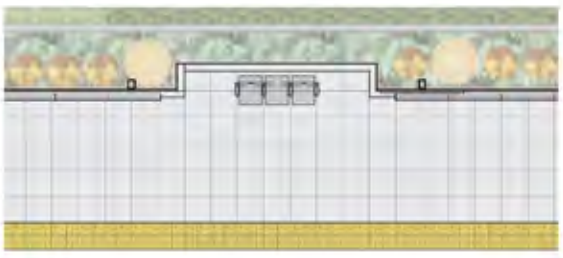
130TH STATION ELEVATIONS AND SECTIONS

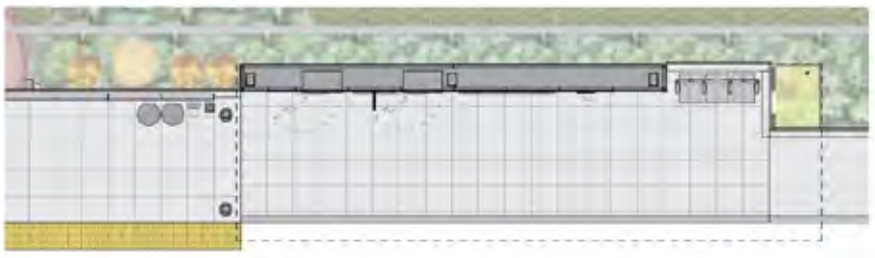
EAST LINK EXTENSION

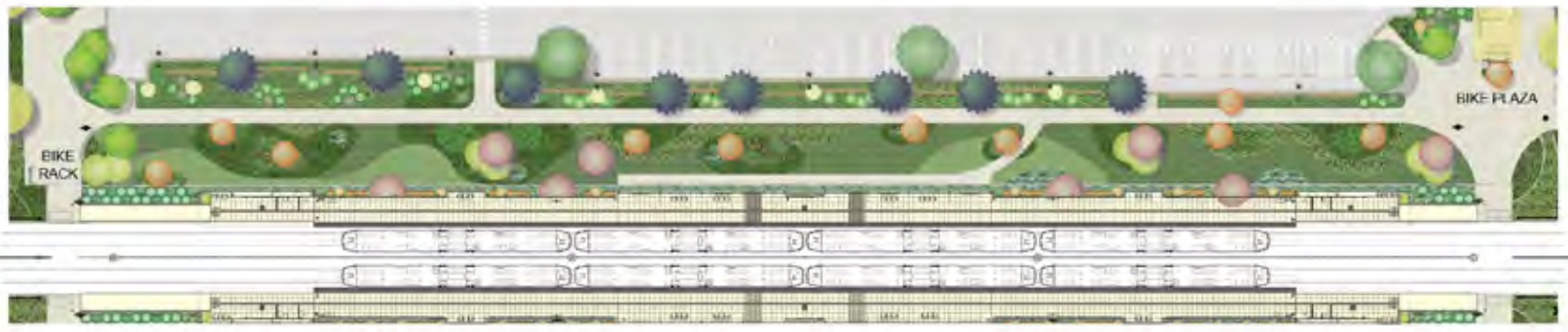
Platform plan / enlarged platform elevations

ENLARGED ELEVATION AT BENCHES AND RAIL

ENLARGED ELEVATION AT TICKET VENDING MACHINE AND RAIL

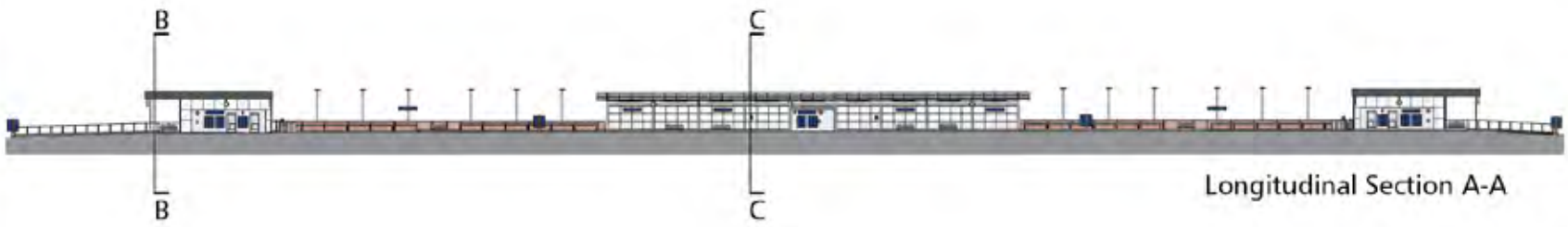




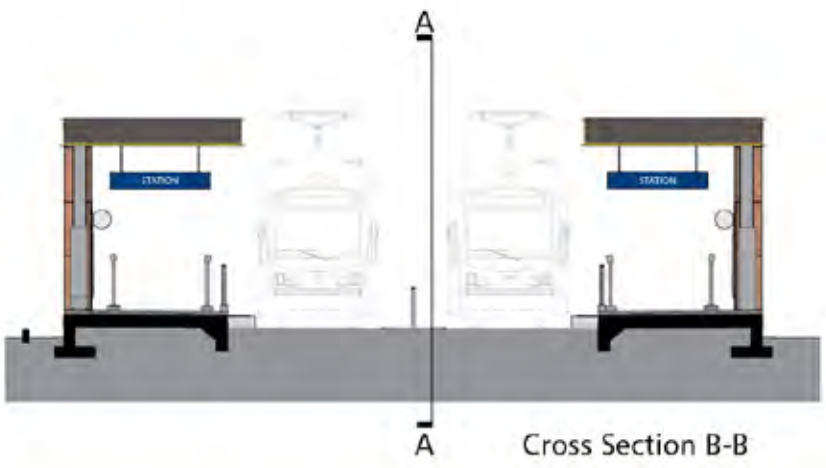


Center sections

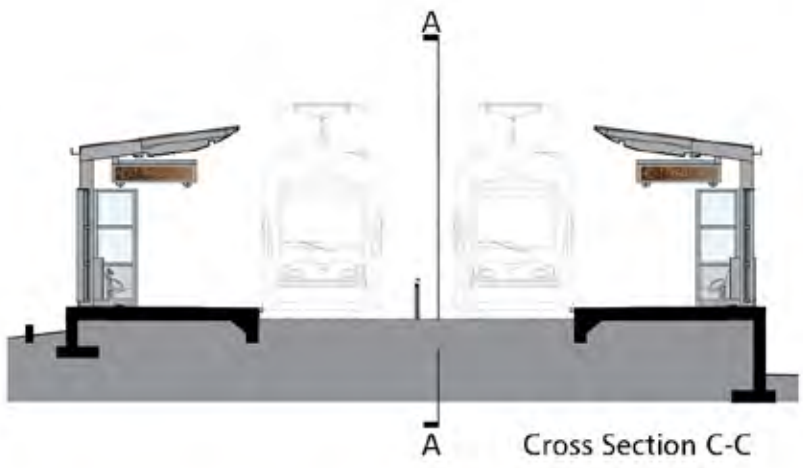
*Sections and elevations from 60% design



Longitudinal Section A-A



Cross Section B-B



Cross Section C-C

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130TH STATION SITE PLAN

EAST LINK EXTENSION

Site Plan (Before NE Spring Blvd. Extension)

Site Plan (After NE Spring Blvd. Extension)

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130TH STATION MATERIALS: PLANTING AND HARDSCAPE

EAST LINK EXTENSION

TREES - EVERGREEN

Weeping Yellow Cedar
Chamaecyparis nootkatensis

Screening evergreen tree proposed along the northwestern property boundary of the 130th Station parking lot.

Austrian Pine
Pinus nigra

Screening evergreen tree proposed along the southern edge of the 130th Station parking lot.

Mountain Hemlock
Tsuga mertensiana

Screening evergreen tree proposed throughout the northern property boundary of the 130th Station parking lot.

TREES - DECIDUOUS

Vine Maple
Acer circinatum

Forest understory tree proposed for the north side of 130th Station and along the stream buffer in the northeastern corner of the site.
photo by Bill Buck

Coral Bark Japanese Maple
Acer palmatum 'Sango Kaku'

Ornamental tree proposed for the north side of 130th Station

Serviceberry
Amelanchier grandiflora 'Princess Diana'

Tree proposed for the north side of 130th Station and in parking islands throughout the site.

Pacific Crabapple
Malus fusca

Tree proposed for natural drainage areas throughout the parking lot.

SHRUBS

Tall Oregon Grape
Mahonia aquifolium

Evergreen shrub proposed for screening throughout the northern property boundary of the 130th Station parking lot.

Salal
Gaultheria shallon

Evergreen shrub proposed for screening throughout the northern property boundary of the 130th Station parking lot.

Kelsey Dogwood
Cornus stolonifera 'Kelseyi'

Deciduous shrub proposed for natural drainage areas throughout the parking lot.

Birch Leaf Spirea
Spiraea betulifolia "Tor"

Deciduous shrub proposed for natural drainage areas throughout the parking lot.

Mock Orange
Philadelphus lewisii

Deciduous shrub proposed throughout the northern property boundary of the 130th Station parking lot.

Evergreen Huckleberry
Vaccinium ovatum

Evergreen shrub proposed throughout the 130th Station parking lot and surrounding areas.

Tangerine Cinquefoil
Potentilla fruticosa 'Tangerine'

Deciduous shrub proposed as an accent plant at 130th Station.

Red Edge Hebe
Hebe 'Red Edge'

Evergreen shrub proposed for 130th Station.

GROUNDCOVERS & PERENNIALS

Kinnikinick
Arctostaphylos uva-ursi

Evergreen groundcover proposed throughout the 130th Station parking lot and surrounding areas.

Sword Fern
Polystichum munitum

Fern proposed as an accent plant throughout the 130th Station parking lot and surrounding areas.

Douglas Iris
Iris douglasiana

Flowering perennial proposed for natural drainage areas throughout the parking lot.

Natural Drainage System Mix
Carex obnupta
Juncus effusus var. Pacificus
Juncus ensifolius

A mixture of sedges and rushes proposed for natural drainage areas throughout the parking lot.

HARDSCAPE

Gabion Walls

Proposed for screening along the southern and western perimeter of the 130th Station parking lot.
photo (left) by Sharpe Thai Design Studio

Basalt Pillar w/Slanted Concave Dish & Rainchain

Proposed at the northwestern and northeastern ends of the 130th Station platform.

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SUPPORTING STRUCTURES

EAST LINK EXTENSION

The safe and efficient operation of a light rail system relies upon a number of components in addition to the track, guideway and stations.

These essential system elements house the equipment needed to supply power to the vehicles and ensure that warning signals and communications equipment function properly. Design plans identify the locations of these structures and screening where appropriate.

Traction power substations (TPSS) are located along the alignment and provide electric power needed to operate the light rail.

Overhead contact system (OCS) distribute power supplied from the TPSS to the light rail vehicles.

Signal buildings and utility enclosures house equipment used to control safety and operational signals.

Examples of how architectural treatments and artwork may be used to help screen ancillary structures.

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TYPICAL LIGHT RAIL CONSTRUCTION SEQUENCE IN BEL-RED

EAST LINK EXTENSION

East Link in Bel-Red includes building at-grade, elevated and retained-cut rail.

2015 and 2016
Construction begins in Bel-Red

2023
Open for service

Relocate utilities

Utility relocation work includes replacing aging utilities in the project area and relocating utilities so they can be accessed for maintenance and repair.

Prepare the work zone

Crews must clear buildings and soil and prepare the work zone for East Link construction crews. This includes erecting barriers and fencing to keep the work zone safe.

Build station and supporting infrastructure

Next, Sound Transit lays the foundations necessary to run light rail track and builds stations and supporting infrastructure.

Install track and power

Sound Transit installs track and wire while placing poles and ancillary structures that power the system and operate the signals.

Install and test systems

Before light rail opens to passengers, Sound Transit completes a safety commissioning process that includes testing communications, safety and emergency systems, as well as signals and crossing gates.

Early utility relocations
Intermittant work over 2 years

Sound Transit civil construction
Approximately 3 years of phased work

Systems integration
Approximately 3.5 years of phased work

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2015 AND 2016 EARLY CONSTRUCTION WORK IN BEL-RED

EAST LINK EXTENSION

WORK LOOK-AHEAD FOR BEL-RED: ADVANCED UTILITY RELOCATIONS

Duration: Intermittent work occurring over a 2-year window

What's happening: Utility infrastructure owners will relocate outside the Sound Transit work zone.

- Sound Transit requests that utility owners notify affected residents and businesses ahead of potential service disruptions.
- Construction activity must comply with the City of Bellevue's permitting requirements such as noise, traffic management and work hours.

What to expect during this work?

- Temporary utility service disruption
- Traffic, circulation and access impacts
- Blocked off work areas
- Trucks hauling materials
- Noise, vibration, dust and debris
- Changes to mail, transit operations and other services
- Storage of work materials and equipment

Timeline

2015 and 2016 - Third party utilities relocations in Bel-Red:

- Olympic Pipeline
- Puget Sound Energy - electric and gas
- Telecommunication companies

After 2016 - Sound Transit construction will include utility work on:

- King County Sewer - trunk line to treatment plants
- City of Bellevue Sewer - service connection from street to property
- City of Bellevue drinking water

Sound Transit will hold regular community meetings and briefings during construction to keep the public informed.

Need assistance during construction?

Sound Transit 24/7 construction hotline (888-298-2395)

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CONSTRUCTION PLANNING IS UNDERWAY

EAST LINK EXTENSION

EAST LINK EARLY CONSTRUCTION WORK IN BEL-RED BEGINS IN 2015 AND 2016

Current and future work to prepare for construction:

- ✓ Complete design of light rail stations and track
- ✓ Educate stakeholders about managing construction impacts and engage Bel-Red businesses
- ✓ Ongoing coordination with project partners to finalize construction plans
- ✓ Continue right-of-way acquisition
- ❑ Select permanent station names
- ❑ Execute agreements with utility service owners
- ❑ Finalize contract documents and hire contractors
- ❑ Secure permits needed to build East Link in Bel-Red
- ❑ Continue outreach to stakeholders directly and indirectly impacted by construction
- ❑ Update the community prior to the start of each new phase of construction

We will coordinate with service providers to:

- Inform transit riders of temporary impacts or bus stop closures
- Maintain access for emergency responders, major public and private mail delivery services, school districts and waste collection

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STAY INFORMED ABOUT CONSTRUCTION

EAST LINK EXTENSION

Sound Transit will keep you informed before and during construction.

We coordinate activities and notify neighboring residents and businesses in advance of upcoming work.

Stay involved:

- **Subscribe to project email and text alerts:** soundtransit.org/subscribe
- Attend open houses or request briefings prior to the start of construction to learn about how we build light rail, including phasing and methods, schedule, haul routes and traffic management.
- Sound Transit will notify neighboring residents and businesses in advance of upcoming work.
- Sign-up for our construction alerts at the welcome table.

For more information:

Visit soundtransit.org/eastlink during construction for frequent updates

Contact Community Outreach:

Contact our staff to request information or schedule a briefing:
eastlink@soundtransit.org or 206-398-LINK

Assistance during construction:

Call the Sound Transit 24/7 construction hotline (888-298-2395)

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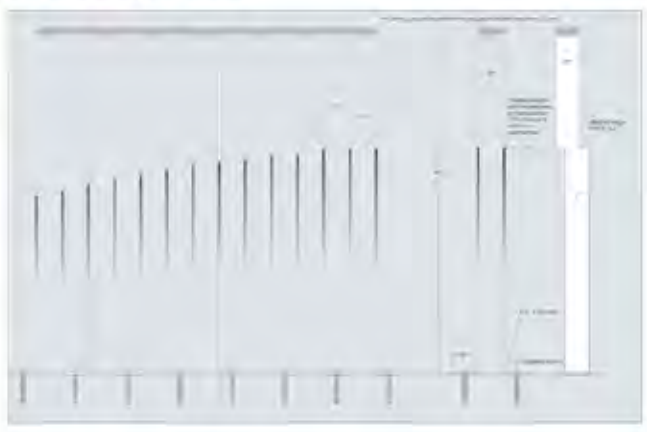
130TH STATION - PATRICK MAROLD: WORK IN PROGRESS

EAST LINK EXTENSION

A line that wanders through the vertical elements of the railing...

...The reflection of light and shadows created by each offset will subtly meander...

...Creating a dynamic visual experience depending on the time of day or season.



It flows more like a horizon line of the landscape.

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SUSTAINABILITY

EAST LINK EXTENSION

Sound Transit's regional public transit system creates easy connections to more places for more people. We are committed to leaving the planet a better place.

Our framework for sustainability:

- People — Help people move freely by increasing the availability and use of regional transit
- Planet — Promote environmental stewardship and conserve natural resources
- Prosperity — Maximize agency efficiency and enable people and businesses to save time and money

Sound Transit is always looking for ways to apply sustainable principles to our projects, including using renewable construction materials, natural drainage solutions and maximizing natural light at stations.

Sustainability measures in Bel-Red:

Improve Kelsey Creek Wetland West Tributary near 124th Ave NE.

Reuse, salvage and recycle construction materials and debris.

Keep water clean by using bio-retention and infiltration drainage solutions.

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